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No. 14,404

號五十六百九千一第

HONGKONG, TUESDAY, JUNE 15, 1909.

日八廿月四年九一第

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**HONGKONG COLLEGE OF  
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The next session of the Hongkong College of Medicine, the fee for which is \$120 per annum, commences on Wednesday, 1st Sept. The preliminary examination begins on Tuesday, 17th August. The subjects prescribed for the preliminary examination are as follows:—  
I. English, including Reading, Dictation, Composition, Grammar, Analysis; with questions on the general outlines of English History, and on the general outlines of the Geography of Europe and Asia, with special reference to Geography of China.  
II. Latin, or Classical Chinese, or other Classical Language, (Grammar, and easy Translation from and into English).  
III. Mathematics, comprising:—(1) Arithmetic, including vulgar and decimal fractions, Proportion, Percentages, Square Root, and Simple Interest; (2) Algebra, including Simple Equations and easy Quadratic Equations; and (3) Geometry, including the subject-matter of Euclid, Books I., II., and III., with easy Deductions.  
IV. One Optional subject: Greek, French, German, a modern Chinese dialect, or other modern Language. (Grammar, and easy Translation from and into English).  
The Oxford Local Examination certificates, Senior and Junior, are accepted as exemption from the Preliminary Examination pro tanto, i.e. except from examination on subjects passed in the Oxford Local Examinations.  
Dr J. C. Thomson is the Secretary.

## HAINAN NOTES.

(From Our Own Correspondent.)

Honow, June 10.  
Yu-lin Bay in the South of Hainan has for some time been a fertile subject for rumours in Hiohow. First it was said that some foreign power had seized, or was preparing to seize it, as a naval station. Later a high official came down from Canton, with a deputy of the Viceroy; and it is now reported, they have come to look at the harbour, with the object of learning whether it is suitable for a Chinese Naval Southern Squadron, which it is proposed to form in the near future. This Yu-lin Bay is at the extreme south of Hainan, and is a small but beautiful land-locked harbour, with an entrance from the south, which itself affords an extensive anchorage during the northern monsoon. The Government could not find a better situation for a Naval base in all Hainan than this Yu-lin Bay.

We hear occasionally of the work of the Hainan Development Company. This Company consists of Singapore capitalists who have a concession from the Chinese Government for Hainan; and they are at work in the neighbourhood of Nodoe near the west coast, prospecting the tin and gold deposits in that region. We hear that they have discovered workable deposits of tin ore, and that they are preparing to develop them on an extensive scale. One part of the plan, is to build an automobile road from the mines to the west coast, and to run steam launches from there to Hiohow. It is reported that a practical English mining engineer who investigated this region for the Singapore Company, has reported that the Nodoe region is a veritable Klondyke for any one who will take out the gold deposits of the region. In the tin mines the gold found will, it is said, pay for the cost of working the mines; and the tin will be clear profit to the company. The region in which the mines are situated has been noted in Hainan for the turbulent character of its population. It is to be hoped that with the development of the mines, the Government will give every protection, so that the thieves and outlaws of the region may be kept from ruining the work of the company.

However, has had more than the usual changes in its foreign community during the last few months. With the development of the scheme for improving the harbour there is probable an increase of the foreign population, and a further development in the trade of the port.

**PAIN IN THE STOMACH.**  
It is most annoying, as well as disagreeable, to be troubled with pain in the stomach, and there is no need of it for one glass of Chamberlain's Colic, Cholera and Diarrhoea Remedy will allay the pain. Try it once and be convinced. For sale by all chemists and druggists.

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Hongkong, June 14, 1909. 790

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**FREE OPEN AIR CONCERT** of the Orangkowiey Oricket Club advertised for last Saturday, the 5th June, will take place on **THURSDAY**, the 17th inst., commencing at 8.1 p.m.  
Electric lights will run after the Concert.  
Hongkong, June 19, 1909. 773

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**New Twin Screw Steamer.**  
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OPEN to the South Wind in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.  
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Hongkong, February 8, 1908. 71

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M. BLUMENTHAL, Manager. 1907

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SATURDAYS & SUNDAYS, 4 & 7 P.M.  
Hongkong, March 8, 1909.

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2, ZETLAND STREET.

## UNDER NEW

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## WILL REOPEN LATER

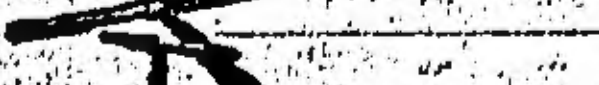
## IN THE SEASON.

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CHINA MAIL, LIMITED.

## BIRTH.

STEWIN.—On June 8, at the Maternity

Hospital, Singapore, the wife of Mr E. A.

STEWIN, of a son.

## MEMOS FOR TO-MORROW.

## Miscellaneous

Goods per Sanku Maru not cleared

on this date subject to rent.

## General Memoranda.

THURSDAY, June 17.—

5 p.m.—Auction of Valuable Postage

Stamps at Mr G. P. Lammer's sales

rooms.

9.15 p.m.—Open Air Concert at the

Cranegeorge Cricket Club's Ground.

Goods per Toku Maru undelivered at

noon on this date subject to rent.

Goods per Bravida undelivered after this

date subject to rent.

Goods per Japan undelivered after 4

p.m. this date will be loaded.

SATURDAY, June 19.—

Noon—Auction of 7 Painter Pups at Mr

Geo. P. Lammer's Sales Rooms.

MONDAY, June 21.—

Goods per Malapp undelivered after

this date subject to rent.

Goods per Malia not cleared at 4 p.m.

on this date subject to rent.

WEDNESDAY, June 23.—

3 p.m.—Auction of Valuable Leasehold

Property, at Mr Geo. P. Lammer's

Sales Rooms.

## The China Mail.

HONGKONG, TUESDAY, JUNE 15, 1909.

## THE WHITE METAL AND THE

## YELLOW PERIL.

MR. MORRISON FLEWIK, the well-known

English economist, has a rather

alarmist article in the North American

Review in which he draws attention to

the latest developments of the silver

question and their probable result upon

European and American commerce.

The late Mr. Speaker Ryan, of the

American House of Congress, once

declared that he foresaw the time when

"the yellow man with the white

money, might, commercially speaking,

cut the throat of the white man with

the yellow money." It is not too much to

summing up of the situation but at the

time when it was uttered most people

laughed at the witicism, not detecting

the profound basis of wisdom un-

derlying the facetious words. Europe

and America had made up their minds

to demonize silver and to go about

their work with the aid of gold alone.

The bimetalists became a gradually

decreasing quantity in the body

politic and their voices, though never

quite stifled, ceased to vex the dull ear

of the drowsy nations obsessed with the

idea that salvation had been achieved

by monometallism. But Mr. Morrison

FLEWIK now comes along and seeks to

arouse the dreamers by telling them

that the peril to both England and

America which the silver-using Orient

presents was never more acute than

now, since in the past twenty months

the gold price of silver has fallen sixteen

cents an ounce. This means, he says,

an increase of 30 per cent. in the

premium which the silver countries of

Asia (with their 800,000,000 of inhabi-

ants) must pay for the gold with which

they buy the goods of the gold standard

communities. And this, says Mr.

FLEWIK, spells conditions "perilous,

perhaps, even fatal, to our Western

civilizations." For while in England

and America both wages and the cost of

living have been steadily climbing, in

Asia neither of these factors measured

in silver, has changed during the last

thirty years. As another has put it,

"the yellow races with white money—

money cheapened by white legislation—

hold us industrially at their mercy." Mr.

FLEWIK explains the situation in some

detail.

"For two thousand years and more,

the Asiatic has absorbed silver. His

'divine hunger' is for that metal; it

represents his labour, his capital, his

conditions of work and sacrifice. Thus,

when silver and the silver exchanges

fall, then for every Asiatic desiring to

buy our goods, gold and our gold prices

have automatically advanced and his

power to purchase from us is propor-

tionately reduced. Since 1896, owing to

the metallic inflation of our currencies

occasioned by the abundance of the

new gold supplies, gold prices (and

wages) in the West have been rising

with unexampled rapidity, while silver

prices and wages in the Orient have

slightly receded. This price condition

must of itself greatly contract the

purchasing power of the Asiatic, from

gold-standard countries; but, when to

this is added the fact that there has

been also an unprecedented fall in the

exchange value of his money, a fall of

almost 30 per cent. in the past twenty

months, is it wonderful that our export

trade to Asia should be in a state of

collapse and that the 'open door' of

Asia is now a door that opens only

outward?

"Only thirty-five years ago the

Hongkong Exchange on London was

four shillings and twopence; to-day it is

one and ninepence. Let me translate

this statement from its financial

vernacular for the man in the street.

A few years ago, then, when a China-

man wanted to buy English cottons, he

bought ten sovereigns—that is, a bill

of exchange for ten pounds on London,

with thirty-one of his silver taels.

To-day, while his labour and his pro-

ducts bring him no more taels than in

1863, he must give seventy-seven taels

for this same bill of exchange for ten

pounds. Is it any wonder then that

notwithstanding the splendid efficiency

of the American railroad service to the

Pacific and America's lines of well-

equipped steamships, yet American

exports to the Orient languish—so that

San Francisco and Seattle, Portland and

Vancouver, which should be emporiums

for a vast growing trade with Asia,

must content themselves with a mere

coastwise business. Such then is the

position; to each fresh fall in silver as

by an electric contact the manufactur-

ing activities of Asia respond; we have

seen the mills in Bombay and on the

English, the boot-mills of Cawnpore, a

thousand scattered factories throughout

China and Japan fostered into

profitable life by lower and ever lower

exchanges. It is not too much to affirm

that in thirty years England has seen

the entire character of her trade with

Asia revolutionized. The houses of her

great merchant princes who formerly

imported into Asia the fabrics of Eng-

land and of Europe are largely in

liquidation or have now become ex-

porters instead of importers.

"In 1873, the sovereign was worth in

exchange with China about three taels,

and three taels then paid for one day

the wages of twenty-five Chinamen; but

now the sovereign is worth nearly eight

taels, and wages being no higher, the

sovereign exchanged into the currency

of China now pays the wages for one

day of sixty Chinamen. Is there any

doubt that American capitalist cap-

tains of industry will, in the next few

years, take advantage of such exchange

conditions? It is well known that in

the gold price of silver has fallen sixteen

cents an ounce. This means, he says,

an increase of 30 per cent. in the

premium which the silver countries of

Asia (with their 800,000,000 of inhabi-

ants) must pay for the gold with which

they buy the goods of the gold standard

## SOCIAL AND PERSONAL.

Lieut. A. Greery, 78th Co. R.O.I., has

arrived from Singapore.

The youngest son of Capt. W. H. Lamb,

of the C. M. S. N. Co., has left Shanghai,

where he was born, to study for the

Ministry at Worcester College, in the

United States.

A Constantinople telegram states that all

questions between the Porte and the

Oriental railway have been satisfactorily

settled. The forty-two million francs paid

by Bulgaria to Turkey for seizure of the

Oriental Railway has been divided between

the Porte and the railway company.

By amalgamation and retrenchment in

the public service the Government of New

Zealand has already effected a saving of

\$187,000. Changes are to be made involv-

ing a total saving of \$250,000 per annum











## Shipping

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Colombo	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at LONDON (1 day later)
DEVANHA 8000	June 26	CHINA 6000	July 31	July 30
ASAYE 7500	July 10	MACDONIA 10500	Aug. 7	Aug. 13
DELTA 8000	July 24	MOLDAVIA 2500	Aug. 21	Aug. 27
DELTA 8000	Aug. 7	MANTUA 11000	Sept. 4	Sept. 10
DELTA 8000	Aug. 21	MONGOLIA 9600	Sept. 18	Sept. 24
DELTA 8000	Sept. 4	MARMORA 10500	Oct. 2	Oct. 8
DELTA 8000	Sept. 18	MOREIA 11000	Oct. 16	Oct. 22
DELTA 8000	Oct. 2	MOLTAN 10000	Oct. 30	Nov. 5
DELTA 8000	Oct. 16	INDIA 3000	Nov. 11	Nov. 18
DELTA 8000	Oct. 30	CHINA 6000	Nov. 25	Dec. 2

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSIT) STEAMERS  
WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due at London
POONA 8000	June 16	August 1
NAMUR 7000	June 30	August 15
SIMLA 6000	July 14	August 29
MAITA 6000	July 28	September 12
SARDINIA 6500	Aug. 11	September 26
SYRIA 6700	Aug. 25	October 9
SUMATRA 5000	Sept. 8	October 23
BORNEO 4600	Sept. 22	November 6

These steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.  
\* Carry 1st and 2nd Saloon Passengers.  
For further particulars, apply to

E. A. HEWITT,  
Superintendent.THE EASTERN & AUSTRALIAN  
MAIL SERVICE.  
TO AUSTRALIA.MAIL SCHEDULE.  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE EASTERN	June 23.	23rd June, at Noon. 21st July, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, November 2, 1908.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Verandah. Cuisine-Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
SAFRO	2540	R. Bodger	Manila	SATURDAY, June 19, at Noon.
RUBI	2540	R. W. Almond	Manila	SATURDAY, June 26, at Noon.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## HONGKONG-BOSTON &amp; NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, VIA PORTS  
AND SUEZ CANAL.WITH LIBERTY TO CALL AT THE  
MALABAR COAST.

STEAMSHIP	TO, BY, ON
INDRAMI	16th June, 1909.
ST. PATRICK	About 13th July, 1909.

For Freight and further information, apply to  
SHEWAN, TOMES & CO.  
General Agents.

Hongkong, May 21, 1909.

## Shipping

## OSAKA SHOSHEN KAISHA.

## INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE.  
Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route).  
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Prop. red. sailings from HONGKONG for TACOMA, via Shanghai and Japan, (Intermediate Ports of call: Regular—Shanghai, Moji, Kobe and Yokohama. Occasional—Manila, Keelung, Yokohama, Shimizu, Seattle and Victoria, B.C., (Subject to Alteration).)

Newly built Steamers Tons Captain Sailing Date.  
TACOMA MARU 6,175 (gross reg.) on Saturday, 3rd July  
SEATTLE MARU (already launched) and 4 other new sister ships to follow.

The steamers have fair speed; special up-to-date appliances for cargo working; and best adapted rooms for carrying silk, treasure and parcels. Special attention given towards express connection. Superior accommodation for steerage passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Light and Steam heated.

For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

Hongkong, June 1, 1909.

T. ARIMA, Manager.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.HONGKONG-SOUTH CHINA  
COAST PORTS.

HIGHEST-CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers.

Hongkong, November 17, 1908.

## JAVA-CHINA-JAPAN LIJN

REGULAR, THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of June.	SHANGHAI	Second half of June.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJILATJAP	JAPAN	Do.	JAVA	Do.
TJIMAHU	JAVA	First half of July.	SHANGHAI	First half of July.
TJILWONG	JAPAN	Do.	JAVA	Do.
TJIBODAS	JAVA	Second half July.	JAPAN	Second half July.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st Floor.

GREAT NORTHERN  
STEAMSHIP COMPANY

Operating the New Twin Screw Steamship  
MINNESOTA.

25,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG  
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. Austin MONDAY, 2nd August, at Noon, 1909.  
Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloons and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, Japan; China and Hong Kong.

For further information, apply to

NIPPON YUSEN KAISHA, Agents.

## Shipping

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD.

STRAIT FOR  
SHANGHAI, TSINGTAI, NAGASAKI,  
KOBE AND YOKOHAMA.

THE Steamship  
YOKOHAMA, Captain J. RAN, will leave for the above ports on or about WEDNESDAY, the 16th inst.

For further particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELBOURNE & CO.,  
General Agents,  
Hongkong, June 14, 1909.

THE Co.'s Steamship  
PERLA, Captain BARROTT, will leave for the above ports on FRIDAY, the 18th inst., at 10 a.m.

This steamer has special accommodation for Passengers, Electric Light, and carries a Doctor and Stewardess.

For Freight or Passage, apply to  
SANDER, WHEELER & CO.,  
Agents,  
Princes' Buildings,  
Hongkong, June 11, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship  
JAPAN, Captain J. G. OLIVER, will be despatched for the above ports on SATURDAY, the 19th inst., at Noon.

This steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly qualified Doctor and Stewardess.

RETURN TOURS TO JAPAN. (Occupying 24 days).  
Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) Moji to Hongkong providing a stay at 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, June 10, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship  
DEVANHA, Captain W. HAYWARD, will be despatched from this port on SATURDAY, the 19th inst., at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship China, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed from Hongkong by the B.M.S. Himalaya, due in London on the 8th August, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWITT,  
Superintendent.

Hongkong, June 12, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship  
LUETZOW, Captain C. DEWITT, will leave on FRIDAY, the 18th inst., at 10 a.m.

NORDDEUTSCHER LLOYD,  
MELBOURNE & CO.,  
General Agents,  
Hongkong, June 14, 1909.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FAQUEBOTS-POSTE FRANCAIS  
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship  
ARMAND BEHIO, Captain LAPORTE, will be despatched for the above ports on or about MONDAY, the 21st inst.

For further particulars, apply to  
P. DE CHAMPMORIN,  
Agent,  
Hongkong, June 14, 1909.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER DEVANHA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-  
From London, etc. ex a.s. Macedonia.  
From Australia, ex a.s. India.  
From Calcutta, ex a.s. Nile.  
From Persia, etc. ex B.L.S.N. and B. & P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to warehousing.

No fire insurances will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, June 9, 1909.

CHARGEURS REUNIS  
FRENCH STEAMSHIP COMPANY.

REGULAR FRIEDT SERVICE  
TO SAN FRANCISCO, MEXICO, PERU,  
CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis Co. proceed from Yokohama PERIOD TO SAN FRANCISCO, without any call on route thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMIRAL FOURCHON, 10,000 Tons, Captain K.A. will be despatched for San Francisco and other above destinations on or about the 20th of July.

For further particulars, apply to  
MESSAGERIES MARITIMES,  
Agents at Hongkong.

Hongkong, April 14, 1909.

THE COMMERCIAL LAW AGENCY  
ING CHINESE.

With Special Reference to  
PARTNERSHIP REGISTRATION AND  
BANKRUPTCY LAWS IN  
HONGKONG.

Registered from the (China Mail).

For Sale at the China Mail Office  
at 5, Wyndham Street.

Price.....£1.00.

## SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE,  
VIA DAIREN.

## SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (2,877 tons each) as follows:-

NORTH-BOUND.

Leave—Shanghai (Steamer) Thursday  
Arrive—Dairen (Train) Sunday

Lv. —Mukden 11 a.m.  
Lv. —Changchun 8.50 p.m.  
Lv. —Harbin 9.15 p.m.  
Lv. —(Russian Train) 5 a.m.  
Lv. —Shanghai 6.55 a.m.  
Lv. —Shanghai 3 p.m.

Connecting at Harbin with State Express for Moscow. Wagon-Like State Express for St. Petersburg.

SOUTH-BOUND.

Leave—Harbin (Russian Train) 9 a.m.  
Arrive—Changchun 8 p.m.  
Lv. —Mukden 7 p.m.  
Lv. —Dairen 2.10 a.m.  
Lv. —Shanghai 12.30 a.m.  
Lv. —Shanghai afternoon.

Connecting at Harbin with State Express from St. Petersburg. State Express from Moscow. Wagon-Like State Express from St. Petersburg.

\* Russian Train time is 25 minutes earlier than S.M.R. time.

TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Neuchung Depots.

SOUTH MANCHURIA RAILWAY COMPANY, Dairen.  
Tel. Add.: 'Manchu' Codes: A.B.C. 5th Ed., 'At & Lieber's'.

## THOS COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS  
BANKERS, etc.

HEAD OFFICE.—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:  
18, DES VOEUX ROAD,  
Hongkong.

Japan Office:  
14, WATER STREET,  
Yokohama.

Hongkong, April 4, 1908.

## Shipping.

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD.

FOR EUROPE.

THE Steamship  
LUETZOW, Captain C. DEWITT, will leave on FRIDAY, the 18th inst., at 10 a.m.

NORDDEUTSCHER LLOYD,  
MELBOURNE & CO.,  
General Agents,  
Hongkong, June 14, 1909.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FAQUEBOTS-POSTE FRANCAIS  
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THE Company's Steamship  
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P. DE CHAMPMORIN,  
Agent,  
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E. A. HEWITT,  
Superintendent.

Hongkong, June 9, 1909.

## NOTICE

Communications relating to notices should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Notwithstanding signed communications that have already appeared in other papers will be inserted.

Letters relating to business should be addressed to THE MANAGER.

Orders for extra copies of the 'China Mail' should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts, Credit 20 cts, per copy.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to the Office, No. 5, Wyndham Street, not later than 11 a.m.

Alterations and additions to Advertisements on pages 1, 4 and 5 should be sent in not later than 1 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: 'Mail, Hongkong.' Telephone No. 25.

THE CHINA MAIL, LTD.



